

Purpose

The purpose of this policy is to establish criteria and processes for the handling of requests for highway lighting.

Policy

For the possible increase in efficiency of traffic operations, the Department of Transportation will review requests for the illumination of state highways. Highway lighting will be separated into two categories, the non-freeway or partial access controlled highway, and the freeway or fully controlled access highway.

A. Non-Freeway Highway Lighting

Requests for highway lighting projects should come through the Region/District Offices to the Division of Traffic and Safety. If approved, these projects will be prioritized on the basis of accident rate (accidents per million vehicle miles) and the night time to day time accident ratio. This priority listing and the availability of funds will be the critical factors in determining which highway lighting projects will be funded.

For approved highway lighting projects, the Department will prepare plans, specifications, and estimates and furnish all materials and labor. The local governmental agency having jurisdiction shall pay for operating costs and maintain the lighting system under an appropriate agreement with the Department of Transportation.

B. Freeway Highway Lighting

There shall be no new continuous lighting on the freeway system. Interchange lighting shall be provided after proper engineering evaluation and in accordance with Policy 06C-07. Illumination of the ramp terminals shall be part of the interchange lighting. Projects to reduce and adjust the existing lighting should be approved only after proper engineering evaluation.

Procedures

Installation of Non-Freeway Highway Lighting

UDOT 06C-6.1

Responsibility: Traffic and Safety Design Engineer

Actions

1. Receives request for local street lighting project. Requests will be initiated by:
 - a. Region Director/District Engineer in concert with local authorities, or
 - b. Traffic and Safety Design Section via inventory of community needs.
2. Establishes compliance with warrants. If lighting is warranted, establishes design requirements and preliminary estimate.
3. Coordinates with local government officials; provides information concerning cost of project, local government responsibilities, and various power source alternatives available (i.e., power company owned vs. locally owned); secures letter of understanding from local government.
4. Upon decision of local government as to course of action, Traffic and Safety Design Engineer processes a 9000 Authority for Expenditure document through the Engineer for Traffic and Safety and the Deputy Director. After approval, furnishes design requirements to the Chief Utility Engineer to formalize an agreement with the local government.
5. Prepares plans and specifications in accordance with standard lighting practices.

Responsibility: Chief Utility Engineer

6. Prepares formal agreement for execution by local government and Transportation officials.

Responsibility: Local Government

7. Executes and returns agreement to Chief Utility Engineer.

Responsibility: Chief Utility Engineer

8. Forwards agreement for final execution within Department. A copy of finally executed agreement is sent to the Traffic and Safety Design Engineer.

Responsibility: Traffic and Safety Design Engineer

9. Transmits plans and specifications to local government and notifies them to proceed with lighting installation.

Responsibility: Local Government

10. Submits final costs of completed project to the Traffic and Safety Design Engineer.

Responsibility: Traffic and Safety Design Engineer

11. Inspects project to verify compliance with project plans and specifications and audits vouchers for reimbursement of material costs (if applicable) to local government.
Submits final cost to Comptroller Office and approves payment to local government.
12. Notifies Comptroller Office of completion of project so as to close out 9000 Authority by submitting a Termination of Authority Form.